

City of San Ramon Safe Routes to School Program

The Safe Routes to School (SRTS) Program is a collaborative effort between the San Ramon Valley Unified School District and the City of San Ramon. The Program educates school site administrators, parents and children about bicycle safety, pedestrian awareness and traffic concerns. The SRTS Program promotes a comprehensive and proactive approach to securing safety along school routes and school sites.

The key messages for drivers, parents and children about pedestrian and traffic safety are:

- Drop-off and pick-up children from appropriate/designated locations;
- Obey posted speed limit in school zones and around school sites;
- Park legally near school sites and walk children to/from school sites;
- Cross at designated crosswalks;
- Prohibit the use cell phones when driving to/from school sites; and
- Slow down in areas where children are walking to school.

In order to increase the safety of children traveling to and from school sites, the SRTS Program focuses on four key areas:

1. **Tangible Site Conditions:** Tangible issues will cover all the topics related to improvement of signage, faded paint, turn lanes, crosswalks and vegetation.
2. **Driver/Parent Behavior:** Driver/Parent behavior includes moving violations, distractions and preferences. By observing a driver's behavior conclusions can be drawn on how their negative actions add to an unsafe environment.
3. **Student Behavior:** Student behavior is important in determining how to promote safer habits among students, discover new routes they may be using, and observe their preferences.
4. **School-Site Circulation:** Analysis of the school-site recognizes improvements in pick-up/drop-off procedures and gauges resources available on-campus.

Combined, these four areas provide an in-depth analysis of not only what conditions can be improved, but also why these conditions have surfaced and how best to mitigate them.

National Safe Routes to School Campaign

The Safe Routes to School (SRTS) Program began in Denmark in the 1970's as a response to the high number of child-pedestrian fatalities. The implementation of the SRTS program reduced casualties by 80 percent. The success of the Denmark program spread across the seas, and entered the United States in the late 1980's, with the City of San Ramon as one of the first cities in the Country to launch this program in 1986. Since 1986, the SRTS program has been improving safety at and around school sites.

The SRTS program strives to resolve the problems associated with traffic and health safety that society faces today. In 1969 almost 66% of all students either walked or biked to school. Today, only 13% of students walk or bike to their school sites. This decline is partly based on the increase in vehicles on all roadways and the resulting decrease in pedestrian and bicyclist safety. The overall decline in walking and biking has contributed to the obesity epidemic in the United States. A September 2006 study conducted by the Institute of Medicine concluded that by 2010, 20% of all children in the United States will be obese. Which could mean that today's children may be the first generation to have a shorter life expectancy than their parents. The US Department of Health and Human Services recommends that children get at least 60 minutes of physical activity on all days of the week. Hence, walking and bicycling to and from school sites is the physical activity children can count on to improve and maintain good health. Therefore, it is important that the City of San Ramon ensure safe walking and biking routes in an effort to increase the opportunities available to school age children.

The purpose of the SRTS program is to enable and encourage children to walk and bike to school, while making walking and biking to school safer and more appealing.

The SRTS program facilitates projects and activities in the vicinity of school sites that will improve safety while reducing traffic, air pollution, fuel consumption and providing improved circulation. According to the National Highway Traffic Safety Administration, parents driving their children to school account for 25% of morning rush hour traffic. In an attempt to understand the reasons behind the increase in parents dropping children off at school sites, the Center for Disease Control conducted a survey and found that the barriers to walking and bicycling to school were:

- Long Distances 25%
- Traffic Danger 30%
- Adverse Weather 19%
- Fear of Crime Danger 12%

In order to create a successful SRTS program in San Ramon, the 4 E's are implemented, which are Education, Engineering, Enforcement and Encouragement. Let's explore how each of these strategies interacts to create a network of success:

1. Education: teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills and launching driver safety campaigns in the vicinity of schools.
2. Engineering: creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establishing safer and fully accessible crossings, walkways, trails and bikeways.
3. Enforcement: partnering with the San Ramon Police Department to ensure traffic laws are obeyed in the vicinity of school sites including enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behavior.

4. Encouragement: sponsoring events and activities that promote walking and bicycling, such as Bike to School Day.

Why We Need Safe Routes

1. In California, as many as 5,000 school-age pedestrians are injured each year.
2. Pedestrian accidents are the second leading cause of fatal injuries among 5-12 year olds statewide; bicycle crashes are the fifth.
3. Children and seniors on foot and bikes are at greatest risk relative to the overall population.
4. Children do not grow up being familiar with their neighborhoods and local routes.
5. Children are not acquiring traffic skills critical to their own safe mobility.
6. When restricted by their parent's schedules, children who do not walk or bike, are not able to participate in sports activities and enrichment programs.
7. Auto emissions are the largest cause of pollution in California.

The SRTS program strives to relieve the conditions listed above by reducing the number of vehicles on the roadways through alternate travel modes, while educating all users of the roadway about traffic and pedestrian safety.

Bollinger Canyon Elementary School



Shawn Wells, Principal

Barbara Horikoshi, Office Manager

2300 Talavera Drive, San Ramon, CA 94583

Times Observed: 7:45 – 9:45AM, 1:45 – 3:30PM

Crossing Guard: Bollinger Canyon Road at Talavera Drive
and Talavera Drive at Santander Drive

Observations

Bollinger Canyon Elementary continues to foster the Safe Routes to School program as Principal Wells turned to this program in efforts to improve traffic circulation. This year a new issue was uncovered during a series of observations; this issue arose from the drop-off and pick-up activities that take place curbside along westbound Bollinger Canyon Road. Parents pull into the bike lane to drop-off and pick-up their students, and then attempt to merge back into the through travel lane, which produces two concerns.

1. Students are opening their doors from the driver side, exiting into the travel lane on westbound Bollinger Canyon Road.

2. As parents try to merge back into the through travel lane they are causing near-misses, as unsuspecting motorists are traveling 40 miles per hour uphill on westbound Bollinger Canyon Road.

Therefore in the upcoming school newsletter Principal Wells will instruct parents to use Memorial Park or the school driveway for loading activities rather than this segment of Bollinger Canyon Road. Parents parking at Memorial Park will be instructed to cross at the signalized intersection of Bollinger Canyon Road and Talavera Drive, where they can take advantage of the crossing guard.

The reoccurring problem with parents arriving up to 20 minutes before the school dismissal bell rings and queuing in the through travel lane along Talavera Drive persists. Nearby residents continue to take notice of this problem as the number of complaints from residents remains high. At the beginning of the school year, the San Ramon Police Department met with school staff and implemented a new procedure in which the school staff closed off access to the school driveway until the dismissal bell rang. The purpose was to deter parents from pulling into the driveway, and sending a message that it was not acceptable to arrive early and block access. This was effective for the few weeks that it was implemented, but again parents began ignoring the message and queuing outside the driveway, on the public roadway, blocking through travel on Talavera Drive.

A majority of the parking stalls within the school grounds are occupied by school staff, leaving no parking for parents, thereby forcing parents to search for parking along the residential streets. Staff observed that Talavera Drive is the first to be occupied, followed by Cardona Circle. Residents of Cardona Circle have expressed their frustration over parents parking improperly along their frontages. Improper parking practices include

blocking fire hydrants, obstructing driveways, parking too far from the curb and double parking. Finally, when departing from Cardona Circle, parents tend to pull into residential driveways and make multiple-point turns which created congestion.

In the 2007-2008 Safe Routes to School report it was recommended that a Valet Service Program be launched at Bollinger Canyon Elementary. This would have included installing parking restrictions and turn restrictions along Talavera Drive in an attempt to facilitate drop-off and pick-up traffic through southbound Talavera Drive only. However, the San Ramon Police Department determined that it was not feasible to reroute all school traffic through southbound Talavera Drive, as it would cause a significant queue making it difficult for homeowners and through traffic along that segment of the roadway.

Evaluation of 2007/2008 School Year Improvements:

1. The Valet Service was not implemented at Bollinger Canyon Elementary School this past year because the San Ramon Police Department reassessed the traffic circulation pattern and determined that greater traffic congestion may occur along southbound Talavera Drive. A majority of the signage proposed within last year's SRTS report accompanied the Valet Service, and therefore was not installed.
2. In-Roadway "Yield to Pedestrian" signs are deployed on a regular basis by the school staff both within the school's driveway and along Talavera Drive. These signs have greatly improved pedestrian visibility and crosswalk recognition.

Recommendations for 2008/2009 School Year:

1. Install red curb along westbound Bollinger Canyon Road, between Talavera Drive and school boundary to deter parents from conducting loading activities along this segment of the roadway. Include stenciling to indicate no stopping or parking.
2. Close access to the school driveway until the dismissal bell rings, deterring motorists from queuing in the driveway. Supplement driveway closure with signage on Talavera Drive prohibiting vehicles from impeding traffic.
3. Distribute newsletter to parents informing them of safe loading practices, including instructing their students on exiting vehicles curbside and not onto travel lanes, using signalized crosswalks and crosswalks with crossing guards.
4. Continue to request parents to park at Memorial Park and walk their students to and from the school site utilizing the signalized crosswalks.

Country Club Elementary School



Mike Biondi, Principal

Sheri McCarthy, Office Manager

7534 Blue Fox Way, San Ramon, CA 94583

Times Observed: 7:45 – 9:45AM, 1:45 – 3:30PM

Observations

The school site administrators and staff of Country Club Elementary continue to progressively improve pedestrian and vehicle circulation at and around the school site by working closely with the City. The school staff has fostered a positive relationship with City staff over the years, exchanging valuable resources and creating a safer environment for the students of Country Club Elementary. As a result, the school hosted its first Bike to School Day on Thursday, May 15, 2008, in conjunction with regional Bike to Work Day. Nearly 200 students either rode their bikes, their scooters or walked to school and spent the entire day learning about pedestrian and bicyclist safety and rules of the road.

New improvements at the school site consisted of signage and cones along Blue Fox Way and within the school's driveway. These signs communicate safety messages to parents of students, and through travelers. While a greater number of parents are beginning to park along the roadways and walk to the school driveway to drop-off and

pick-up their students. This shift in drop-off and pick-up activities has significantly reduced the strain on the school's driveway. In fact, the high numbers of cars parking are pushing parents onto Brockton Avenue, Davona Drive, and Kent Way in search of a parking space. Hence more parents and students are finding their way on the sidewalks along Blue Fox Way as they travel to and from their vehicles and with the volume of parents, strollers and students the sidewalk capacity is falling short, pushing students onto the street. Thus the City has received a request to widen the sidewalk allowing for safer pedestrian movement.

A reoccurring problem at Country Club is that parents park along designated "No Parking" zones between the school driveway and Davona Drive. Several times throughout the school year the San Ramon Police Department has conducted enforcement during school bell dismissal times, but to no avail as parents continue to occupy these spaces as their preferred parking locations. By parking in these locations, traffic flow is impeded and congestion prevails throughout the school driveway and along Blue Fox Way.

Evaluation of 2007/2008 School Year Improvements:

1. The Valet Service was not implemented at Country Club Elementary School this past year because the San Ramon Police Department reassessed the traffic circulation pattern and determined that greater traffic congestion may occur along westbound Blue Fox Way. A majority of the signage proposed within last year's SRTS report accompanied the Valet Service Program, and therefore was not installed.

2. The handicap parking stall was relocated within the school driveway to offer better access. With the handicap stall now located at the end of the driveway, vehicles do not obstruct access to it, nor do they occupy the space as in past years.
3. There has been an increase in the number of vehicles conducting drop-off and pick-up activities along May Way. Additionally, a greater number of students are also observed walking onto the campus grounds from May Way. This has an overall positive effect on Blue Fox Way, reducing the number of pedestrian and vehicle conflicts, in addition to reducing queuing time.
4. Country Club's school site administrators reported a decrease in the number of conflicts between staff and parents within the school driveway. Improved compliance was observed as staff members requested parents to move along within the driveway in an attempt to stop parents from parking within the driveway and waiting for their students.

Recommendations for 2008/2009 School Year:

1. Extend the width of the sidewalk from the existing sidewalk to the school fence allowing for increased pedestrian capacity.
2. Implement more effective strategy to enforce "No Parking" zone through San Ramon Police Department.
3. Encourage additional students to access campus from May Way through the school newsletter.

Coyote Creek Elementary School



Wendy Sparks, Principal

Helen Berry, Office Manager

8700 North Gale Ridge Road, San Ramon, CA 94582

Times Observed: 7:45 – 9:45AM, 1:45 – 3:30PM

Crossing Guard: North Gale Ridge Road at Lilac Ridge Road

Observations

This year Coyote Creek Elementary staff worked closely with City staff in an attempt to improve traffic circulation at and around the school site, as next year the school will boast a student population exceeding 900. While the school staff continues to maintain their valet program within the school driveway and deploys up to six staff members during the drop-off and pick-up times, there is still room for improvement given the expected population growth.

School site administrators met with City staff to focus on the key issue of pedestrian safety, as students exit the school driveway and walk home or to their vehicles. The first area reviewed was near the kindergarten building, where students walk to North Gale Ridge Road amongst the vehicles because there is no marked crosswalk or sidewalk

to separate the two, forcing students to walk in the roadway. City staff worked with SRVUSD staff to design and install a crosswalk and sidewalk going from the kindergarten building to North Gale Ridge Road, separating the students from the vehicles. This new walkway is currently under construction and will be completed prior to the start of fall session.

The intersection of North Gale Ridge Road and Lilac Ridge Road was also reviewed for pedestrian improvements. There is a crossing guard at this intersection during both the drop-off and pick-up times, who assists students in walking across the north and east leg of the crosswalk. The crossing guard focuses on these two legs of the crosswalk because that is where students have established walking patterns as they exit and enter the school driveway. However, there are several times during the drop-off and pick-up times that parents will avoid waiting for the crossing guard to cross them, and instead use one of the other two legs of the crosswalk to run their students across the intersection. Furthermore, when parents begin to use the other two crosswalks they impede the flow of traffic into the school driveway and cause confusion at the intersection. Therefore, the City is reviewing the possibility of removing two legs of the crosswalk which are not used by the crossing guard, and which do not serve a direct connection onto the school grounds causing unsafe conditions.

During the school dismissal times, parents have been observed making u-turns on North Gale Ridge Road at the school driveway exit. They have chosen this location for the u-turn movement because the school driveway exit lends itself to a wider radius to conduct u-turn movements. However, when parents are making these u-turns, they impede traffic traveling east and west on North Gale Ridge Road and all the vehicles

waiting to exit the school driveway, as well as pedestrians walking on the sidewalk. Furthermore, larger vehicles are unable to make u-turns, thus requiring multiple point turns that add additional congestion to the roadway.

Evaluation of 2007/2008 School Year Improvements:

1. The San Ramon Police Department was highly visible at Coyote Creek Elementary School this year, conducting enforcement of red curbs during school dismissal times, and assisting the crossing guard at the intersection of North Gale Ridge Road and Lilac Ridge Road.
2. In-Roadway "Yield to Pedestrian" signs are deployed by school staff at the intersections of North Gale Ridge Road and Lilac Ridge, as well as within the school driveway. These signs have been effective at raising awareness of the existing crosswalk, and the number of vehicles obstructing the crosswalk has been reduced.

Recommendations for 2008/2009 School Year:

1. Remove the south and west legs of the crosswalk at the intersection of North Gale Ridge Road and Lilac Ridge Road to improve pedestrian safety and reduce conflict.
2. Install a No U-Turn sign along westbound North Gale Ridge Road, prohibiting motorists from making u-turns at the school driveway exit.

Golden View Elementary School



Nancy White, Principal

Diane Gross, Office Manager

5025 Canyon Crest Drive, San Ramon, CA 94582

Times Observed: 7:45 – 9:45AM, 1:45 – 3:30PM

Observations

School site administrators are becoming more aware of the circulation issues at Golden View Elementary as they assisted parents in the driveway this year in hopes of safely and quickly getting students in and out of their vehicles. In fact, Principal Nancy White leads the staff members every day as they negotiate the two drop-off and pick-up lanes. The school encompasses two lanes for drop-off and pick-up activity because the driveway at Golden View Elementary school is much shorter in length than any other school in the City. The difficulty arises when cars that have completed drop-off and/or pick-up want to merge towards the outer lanes to exit the school driveway, at the same time that students are entering and exiting vehicles in those lanes. During the observations, there were several close calls in which students would not wait for a staff

person to help them in or out of the vehicle, rather the students were observed running in between other vehicles within the driveway.

The staff parking lot was calm when compared to the driveway, as up to 15 parents found parking spaces and waited for their students to walk to them. This parking lot is an untapped resource, as the sidewalk continues along the driveway and into this area, which could allow for an extended driveway as described in past year reports. As congestion from the school driveway pours onto public roadways, including Crow Canyon Road this recommendation needs to be implemented. During the observations, there were queues on westbound Crow Canyon Road of up to 18 cars, all of whom had pulled into the shoulder as they waited for space to pull onto Canyon Crest Drive, while the traffic from eastbound Crow Canyon Road queued to maximum capacity in the left turn pocket.

Evaluation of 2007/2008 School Year Improvements:

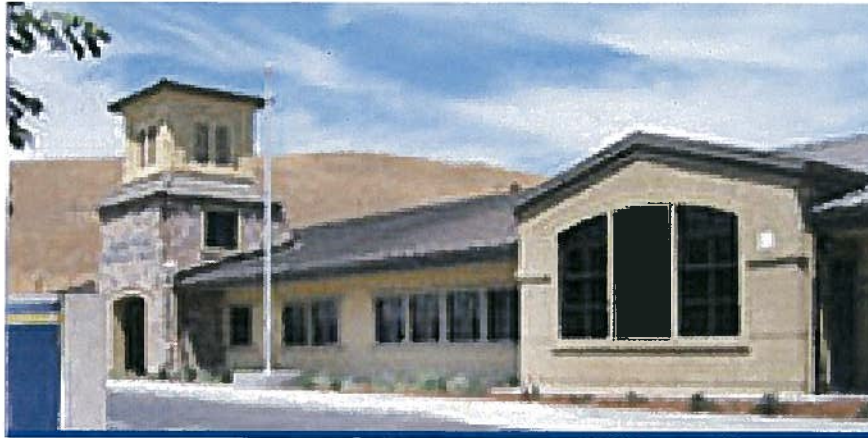
1. Recommendations were not implemented at Golden View Elementary School, as Principal White was opposed to changing the existing circulation pattern. This coming school year City staff will be working with San Ramon Valley Unified School District staff to improve relations with Golden View Elementary School site administrators and implement the proposed circulation improvements.

Recommendations for 2008/2009 School Year:

1. Relieve the bottleneck at the entrance to the school driveway by cutting the concrete extension. This will allow for improved traffic flow into all three lanes of the school's driveway.

2. Extend school driveway into the parking lot and conduct loading activities along this area.
3. Restripe school driveway exit eliminating one left turn lane, and creating two right turn lanes onto Canyon Crest Drive.

Hidden Hills Elementary School



Donna Yokomizo, Principal

Edwina Manela, Office Manager

122995 Harcourt Way, San Ramon, CA 94582

Times Observed: 7:45 – 9:45AM, 1:45-3:30PM

Observations

Hidden Hills Elementary underwent construction this year as the site expanded to take on additional students in the upcoming school year. As a result of this construction the parking lot along Albion Road was closed throughout the school year. This resulted in an influx of vehicles onto Harcourt Way and into the main school driveway. In addition, due to the construction activities and parking of construction vehicles, most parents preferred to pick their students up from the main driveway. The construction was contained to Albion Road, thus there were no construction related conflicts throughout the school year.

The main driveway along Harcourt Way overflowed with vehicles as parents from Albion Road and all other sides attempted to gain a curbside space within the school driveway and parking lot. The first area to fill-up fifteen minutes before school dismisses is the parking lot, wherein there are approximately 10 vacant parking stalls every

afternoon. While student transportation vans from various daycare facilities occupy the first half of the driveway, parent vehicles occupy the second half.

Once the school bell rings for dismissal, over 200 students exit the school grounds on foot heading to the crossing guard at the intersection of Harcourt Way and Bandol Way, walking home with their parents and friends, or walking up to parents parked in their vehicles along Harcourt Way. The crossing guard at the intersection of Harcourt Way and Bandol Way effectively crosses over 60 students on their way to and from school. The major conflicts arise from parents exiting the school driveway, turning right over the marked crosswalk or from through travelers on southbound Harcourt Way who must also traverse the crosswalk. During the observations there was great compliance from the motorists towards the crossing guard.

The intersection of Harcourt Way and Windemere Parkway is congested by both pedestrians and bicyclists during the arrival and dismissal times. For the most part, students were observed traveling in groups either with other students or with parents. There were also a high number of bicycles and strollers in the mix. With over 150 pedestrians crossing in a matter of 10 minutes, the crosswalk is fully utilized as is the pedestrian push button feature. During the observations it was noted that many parents would step into the crosswalk after the "Don't Walk" image was flashing on the pedestrian signal, these parents were then seen running across the second half of the intersection as the green signal had turned for opposing traffic.

During the AM arrival times, the intersection of Harcourt Way and Windemere Parkway was inefficient. Due to the backlog of vehicles waiting to enter the driveway from northbound Harcourt Way, the back-up of vehicles would flow onto Windemere

Parkway and through the intersection along Harcourt Way. When there was a green signal for northbound Harcourt Way, vehicles were unable to traverse the intersection because vehicles from westbound Windemere Parkway continued to turn right on to Harcourt Way, resulting in very few vehicles from Harcourt Way clearing the intersection. Furthermore, following this signal phase was the left turn arrow for eastbound Windemere Parkway vehicles who also could not enter onto Harcourt Way because the intersection was full from the previous signal phase. By restricting a right turn during a red signal phase for westbound Windemere Parkway vehicles, other legs of the intersection will be able to flow onto Harcourt Way.

Evaluation of 2007/2008 School Year Improvements:

1. The City installed its first 1,000ft school zone at Hidden Hills Elementary School this summer. This school zone extension is a result of Assembly Bill No. 321 which allows cities to extend school zones from the existing 500ft up to 1,000ft where necessary. An evaluation of this new school zone will be conducting this coming year.
2. Valet Service was implemented at Hidden Hills Elementary School with great success, as every day parents pull up to the school driveway with their student's name card displayed. The staff then calls each student to the valet loading area and assists them into their vehicle.
3. A crossing guard has been deployed to the intersection of Harcourt Way and Bandol Way. The crossing guard has effectively managed vehicular and pedestrian traffic at this intersection with high compliance.

4. Three signs proposed within last year's SRTS report were not installed along Harcourt Way as they conflicted with the installation of additional signs which were part of a Dougherty Valley Signage and Striping Plan.

Recommendations for 2008/2009 School Year:

1. Install "No Right Turn on Red" signage for westbound Windemere Parkway motorists.
2. Install "Do No Block Intersection" signage on mast arm for northbound Harcourt Way motorists.
3. Extend walk time for pedestrians at the intersection of Windemere Parkway and Harcourt Way.
4. Reduce the green signal time for through traffic on Harcourt Way.

Live Oak Elementary School



Don Loflin, Principal

Melanie Jensen, Office Manager

5151 Sherwood Way, San Ramon, CA 94582

Times Observed: 7:45 – 9:45AM, 1:45-3:30PM

Crossing Guard: Sherwood Way at Baker Way

and Sherwood Way at Melbourne Way

Observations

Live Oak Elementary is the newest edition to the SRTS program, as the school opened its doors to its first class in 2007. The school boasts effective traffic circulation as it takes advantage of its long frontage along Sherwood Drive. The school also has two driveways along Sherwood Drive which divide the drop-off and pick-up activities. The main driveway has a valet system in place that is staffed by an average of four school employees daily, during both the drop-off and pick-up times. The valet service during the pick-up times is organized such that each vehicle posts the students last name and grade, a staff member reads this information into a hand-held radio at the entrance to the school driveway, while students sit at the other end of the school driveway based on grade level,

as their name is called they are helped into their parent's vehicle. This system is similar to the valet system in place at Hidden Hills Elementary.

Live Oak Elementary started the school year with two crossing guards, one at the intersection of Sherwood Drive and Baker Way and a second at the intersection of Sherwood Drive and Melbourne Way. The SRVUSD had initially assigned one crossing guard to Live Oak Elementary and one to the intersection of Bollinger Canyon Road and Watermill Road. However, after two weeks of not crossing any students, the SRVUSD recognized that the intersection of Bollinger Canyon Road and Watermill Road was not warranted for a crossing guard; this prompted the relocation of the crossing guard to the intersection of Sherwood Drive and Baker Way because it was nearby. When City staff conducted a Crossing Guard Warrant Analysis along Sherwood Drive, they found that only one crossing guard was warranted along this segment of the roadway. Therefore, the additional crossing guard will be relocated to Quail Run Elementary, a school site that does not have a crossing guard and has met warrants for having a crossing guard. Thus, it was determined that beginning this fall session, there will be one crossing guard at each of these two school sites.

At the entrance and exit to the secondary driveway there is a growing circulation problem as the pavement markings and the traffic flow create confusion. The confusion arises because the same driveway serves as the entrance into the drop-off and pick-up area is also an exit, which allows for two-way traffic in a narrow driveway filled with pedestrians. Staff is currently reviewing the recommendation to turn this driveway into a one-way circulation as are most other school driveways. Furthermore, the introduction of the second crossing guard near this driveway complicated traffic flow. During the first

few weeks of school, City staff received several complaints about the crossing guard impeding traffic flow by crossing students too frequently. As a follow-up the San Ramon Police Department provided the crossing guard with guidelines, and the SRVUSD followed up by offering additional training. Beyond this intersection there is congestion at the intersection of Sherwood Drive and East Branch Parkway as motorists continuously impede traffic flow by blocking the intersection from the three legs that pour into Sherwood Drive. By installing no turn on red signs this congestion can be alleviated, similar to Hidden Hills Elementary.

Evaluation of 2007/2008 School Year Improvements:

This was Live Oak Elementary School's first year in operation, therefore there were no past year SRTS report recommendations.

Recommendations for 2008/2009 School Year:

1. Install "No Right Turn on Red" signage for westbound East Branch Parkway motorists.
2. Install "Do Not Block Intersection" signage on mast arm for northbound Sherwood Drive motorists.
3. Restripe the entrance/exit to the secondary driveway to allow for one-way circulation.

Montevideo Elementary School



Sharon Keeton, Principal

Denys Voorhees, Office Manager

13000 Broadmoor Drive, San Ramon, CA 94583

Times Observed: 7:45-9:45AM, 1:45-3:30PM

Crossing Guard: Broadmoor Drive at Montevideo Drive

Observations

The students of Montevideo Elementary school have continued to ride their bikes and walk to school in impressive numbers following the first Bike to School day in 2006. The close proximity of the Iron Horse Trail lends itself to an ideal route to school for students and parents traveling to and from the school site. During both the drop-off and pick-up times parents are seen lined up with strollers, scooters and bikes as they come off the Iron Horse Trail, a large number of whom live along Summerwood Loop. Furthermore, Montevideo Elementary held their second Bike to School Day event on May 14, 2008 in which almost 400 students participated. The event drew PTA volunteers, parents and City staff as students were given training on road rules and bike safety tips.

The SRVUSD staff addressed concerns relating to the curb markings within the school driveway this past year. The first improvement was the relocation of the handicap curb space. At first the handicap space was located in the middle of the driveway which made it difficult for a motorist to access and once in the curbside stall even more difficult to exit. This handicap space has now been relocated to the front of the driveway where it is uninhibited by other vehicles. The remaining portion of the driveway was painted red, which was misleading in that parents were expected to stop and conduct loading and unloading along the red curb. To alleviate this issue, segments of the curb have now been painted over to allow for curbside loading and the crosswalks within the school driveway have also been painted for improved visibility.

Student Safety patrollers assist with drop-off and pick-up activities, primarily focusing on the mid-driveway crosswalk. When a student is prepared to cross the driveway, members of the Safety Patrol step into the crosswalk with a seven foot tall stop sign paddle which signals motorists to stop and allows pedestrians to cross the driveway. The size and associated message of the stop paddle is undeniable which explains why compliance was at 100%. The Student Safety Patrol is accompanied by two or three staff members at each bell time. The staff guided the Safety Patrol on when to step off the sidewalk and when not to.

City staff received a request to address the number of students that run across Broadmoor Drive during the dismissal times. Generally, up to 15 parents park across from the school driveway along Broadmoor Drive and tell their students to run to their vehicle, as opposed to queuing up in the driveway. When the students bolt across the road many motorists do not expect them to be there, and some potential conflicts have been

reported to City staff. As such, the request was to install a mid-block crosswalk for the students that run across Broadmoor Drive near this location. However, after conducting observations City staff determined that it would not be safe to install an uncontrolled, mid-block crosswalk across Broadmoor Drive. Instead, students should be guided to the existing crosswalk at the intersection of Broadmoor Drive and Dunbarton Circle, just a few feet away. Parents should be advised not to tell their students to run across the street in such a manner.

Evaluation of 2007/2008 School Year Improvements:

1. The 25 mile per hour speed limit sign was relocated for improved visibility.
2. The crosswalks were repainted within the school driveway and are highly visible from all points within the driveway.
3. The handicap parking stall has been relocated to the end of the school driveway offering improved access.
4. The “No Crossing” signs were not installed along Broadmoor Drive as Principal Keeton and the San Ramon Police Department did not want to cite students when it was the parents that were instructing them to run across the street.

Recommendations for 2008/2009 School Year:

1. Install a fence along the school frontage, blocking direct access to Broadmoor Drive. This will force students to use the crosswalk at the intersection of Broadmoor Drive and Dunbarton Circle.

Neil Armstrong Elementary School



Paul Focart, Principal

Nicole Telles, Office Manager

2849 Calais Drive, San Ramon, CA 94583

Times Observed: 7:45 – 9:45AM, 1:45 – 3:30PM

Crossing Guard: Davona Drive at Calais Drive

Observations

Neil Armstrong Elementary is uniquely located along four residential roadways, providing convenient access onto the school grounds. This location contributes to the low number of vehicle conflicts and short queues at the school's main driveway. School staff reported that a majority of students live off of these four roadways and generally walk to school. In fact, up to twenty minutes before school starts many kids arrive on the school playground and play until the bell rings, likewise after school.

Principal Focart requested assistance from the City in addressing the number of vehicles that conduct pick-up activities along Gorham Place. The concerns raised were related to too many parents choosing this location over the other three to pick-up their students after school. In fact, during the observations it was noted that up to 8 cars had

double-parked, while 6 had obstructed driveways and sidewalks. One car obstructed the sidewalk as it pulled onto the driveway and blocked the sidewalk, driveway and the public roadway for 10 minutes. After reviewing the types of vehicle movements that occurred on Gorham Place, it is evident that police enforcement is the best solution.

Evaluation of 2007/2008 School Year Improvements:

1. The installation of the double-yellow line along Calais Drive allowed for effective police enforcement of u-turns and overtaking movements, which have since been reduced.
2. "School Zone 25 miles per hour" signs were installed along Calais Drive, informing motorists of the school environment.

Recommendations for 2008/2009 School Year:

1. Request San Ramon Police Department to conduct parking enforcement along Gorham Place during both AM and PM bell times.
2. Designate a loading zone along Gorham Place, between the school driveway entrance and exit.

Quail Run Elementary School



Carol Loflin, Principal

Nancy Millman, Office Manager

Golden Bay Avenue, San Ramon, CA 94582

Times Observed: 7:45 – 9:45AM, 1:45 – 3:30PM

Observations

Into its second year, Quail Run Elementary students and parents have established patterns for drop-off and pick-up. Additionally more students have started biking to and from the school site as well. Though the surrounding developments are still under construction, over 600 students are enrolled at Quail Run Elementary. Yet the ideal access points off of Golden Bay Avenue do not suggest such a population. In fact, parents utilize a majority of Golden Bay Avenue to conduct their loading activities which has dispersed traffic along the entirety of the roadway.

A crossing guard warrant analysis was conducted for Quail Run Elementary in which City staff found over 65 students were crossing at the rear entrance to the school playground. This location is ideal for the crossing guard not only because of the high

pedestrian volume, but also because there is a great amount of loading activities that take place along this segment of Golden Bay Avenue by parents and San Ramon Valley Unified School District (SRVUSD) buses.

Evaluation of 2007/2008 School Year Improvements:

1. A stop sign warrant analysis was conducted for the intersection of Ivy Leaf Springs Road and Golden Bay Avenue. The warrants were not met for the installation due to low traffic volume data.
2. Crosswalks were installed along the school playground entrance at the intersection of Applewood Drive and Golden Bay Avenue. These crosswalks are used during both the drop-off and pick-up times.

Recommendations for 2008/2009 School Year:

1. Collaborate efforts with SRVUSD staff on relocating a crossing guard to Quail Run Elementary.
2. Install crosswalk signage near the location where the crossing guard will be posted.
3. Install designated loading zone along Golden Bay Avenue near the school driveway entrance.

Twin Creeks Elementary School



Kathleen Crosthwait, Principal

Janet Robinson, Office Manager

2785 Marsh Drive, San Ramon, CA 94583

Times Observed: 7:30AM – 9:15AM, 1:45PM – 3:00PM

Crossing Guard: Bollinger Canyon Road at Marsh Drive

Observations

City staff attended three Twin Creeks Elementary PTA meetings this year in an attempt to improve pedestrian circulation around the school site. The first concern was related to the school's crossing guard who is located at the intersection of Marsh Drive and Bollinger Canyon Road. PTA members were concerned that the crossing guard was not trained on effectively crossing students. In fact, observations found that the crossing guard would sit in her car until she spotted students waiting to cross at the intersection. However, by the time she exited her vehicle with the stop paddle, the students would step into the crosswalk and begin to cross themselves. Furthermore, when she was sitting in her car the crossing guard was wearing earphones and reading a book, appearing to be unattentative to her responsibilities. Lastly, it was observed that the crossing guard would

park her car at the intersection making it difficult for vehicles making left turns to see over her car, while also blocking right turn access thus resulting in longer queues down Marsh Drive. Based on the observations and feedback, City staff made contact with the SRVUSD Department of Transportation and resolved the issue by further training the crossing guard.

The second concern raised by the PTA members was that students run across the driveway and across Marsh Drive in an attempt to get to their parents vehicles. These parents tend to park or double-park along Marsh Drive and wait for their students rather than utilize the school's driveway. PTA members reported a high number of near misses as students unknowingly stepped in the path of oncoming vehicles. Furthermore, the driveway carries up to three lanes of traffic at any given time and therefore students are highly deterred from traversing the driveway on their own. Thus City staff and the PTA members devised a plan to install a fence along the frontage of the school's driveway, which will force students to travel around the driveway using marked crosswalks and the aide of staff.

Along the back side of the school, Dos Rios Drive has become a popular destination for loading activities. With the growing number of students being dropped off or picked up at this location, school site administrators requested staff members to monitor the area. The staff members do not step in to the public right of way along Dos Rios Drive, but stay on the sidewalk and assist students. The school had requested an additional crossing guard for Dos Rios Drive and Abrigo Court; however upon conducting a Crossing Guard Warrant Analysis, City staff was not able to recommend a second crossing guard for Twin Creeks Elementary as warrants were not met.

Evaluation of 2007/2008 School Year Improvements:

1. The speed hump warrant analysis was not conducted along Dos Rios Drive this past year, as Principal Crothwait received complaints from residents along Dos Rios Drive against the proposed installation of speed humps.

Recommendations for 2008/2009 School Year:

1. Install a fence along the school's frontage, thereby directing students to use the marked crosswalk and staff assistance to safely cross the roadway.
2. Place orange traffic cones within the school driveway to reduce the number of vehicles weaving in and out of the two travel lanes and highlight the existing crosswalk within the school driveway.

Walt Disney Elementary School



Sandy King, Principal

Robin Miller, Office Manager

3250 Pine Valley Road, San Ramon, CA 94583

Times Observed: 7:45AM – 9:45AM, 1:45PM – 3:30PM

Crossing Guard: Pine Valley Road at mid-block crossing

Observations

A new In-Roadway Lighted Crosswalk has been installed at the popular mid-block crossing along the school's frontage on Pine Valley Road. The In-Roadway Lights were funded through a Safe Routes to School Grant that the City's Transportation Division was awarded this spring. Principal Sandy King and the school's crossing guard were eagerly awaiting the installation of this device. The installation of the In-Roadway Lights will greatly improve pedestrian visibility by providing motorists with a warning as they approach the crosswalk from either direction.

The Student Safety Patrol continues to effectively guide students and parents within in the school's driveway. The students have improved over the past year, learning to use hand signals and their whistles to guide cars and building an authoritative

relationships with the other students. After helping with the pick-up session in the afternoon, the Student Safety Patrol assisted in removing the state flag for the evening and cleaning up the sidewalk.

Evaluation of 2007/2008 School Year Improvements:

1. City staff conducted observations and pedestrian studies for the installation of the In-Roadway Lighted Crosswalk.

Recommendations for 2008/2009 School Year:

1. Monitor the effectiveness of the In-Roadway Lights, and add additional crosswalk warning signs on the approaches if necessary.

Safe Routes to School Maps

Walking routes for schools are designed to take advantage of existing traffic control devices. The planning criterion for school routes might make it necessary for children to walk along an indirect route to an established school crossing locations where there is existing traffic control; and to avoid the use of direct crossing where there is no traffic control.

The following criteria were considered when designing these routes:

1. The availability of sidewalks.
2. Existing traffic control.
3. The number of students using the crosswalks.
4. The age levels of the students.
5. The total extra walking distance.
6. Locations of adult crossing guards.

The Safe Routes to Schools Maps are supplemented by a Walkability Checklist. The purpose of this checklist is to get children and parents interested in walking by giving them an activity that evokes the need to choose a healthier travel mode and while creating less congestion around school sites.

These maps are distributed through email and backpack mail to all parents and students at each of the eleven elementary school sites within the City of San Ramon. Safe Routes to School maps are also posted on each school's website for easy reference throughout the school year.

Bike to School Week

Bike to School Week was held from Wednesday, May 14 through Friday, May 16, 2008 in conjunction with the Bay Area Bike to Work Day. The Bike to School events took place at Montevideo Elementary, Country Club Elementary and Hidden Hills Elementary. Four weeks prior to the event, City staff began to collaborate with school site administrators and PTA members to plan the events. PTA members helped organize the events by spreading the word among parents and students and also helping gather all necessary resources for the events.

At all three schools the Bike to School Day event started at 7:45AM, with breakfast snacks, including granola bars and fruit juice for all students. During breakfast, all participants filled out raffle tickets for a chance to win bike safety prizes, including helmets, lockers, bells, backpacks, lights, safety information and bike stickers. These raffle prizes were distributed during all three lunch sessions, to two (2) students per grade based on a Bike Safety Quiz. The Bike Safety Quiz tested the students general knowledge on road rules.

Students drawn at random from the raffle entries were called to the cafeteria stage for the Bike Safety Quiz, two at a time. The students were asked bike safety questions. The first student to raise their hand and answer correctly won a bike safety prize. This activity promoted both safety and camaraderie as students supported one another in answering the questions and encouraged each other to participate.

The San Ramon Police Department presented a Bike Safety Assembly at the three school sites as well. The assembly taught students the importance of wearing a helmet, knee and elbow pads, and other appropriate riding equipment. The Police officers also reviewed road rules and traffic safety. All students showed keen interest in the safety tips the officers discussed, and participated in the question and answer sessions. Students also had a chance to come up to the stage and show off their knowledge of bike safety.

After school activities included a Bike Rodeo and a Bike Safety Clinic at all three school sites. The Bike Safety Clinic was administered by Dublin Cyclery at no charge. The Dublin Cyclery team thoroughly checked each student's bike, from the tire pressure, braking mechanisms and kick stands. The Dublin Cyclery team reported that over 60% of the bikes serviced had unacceptable tire pressures, 50% required adjustment of their braking systems to ensure proper stopping, and most bikes also required that their brake cables, brake pads, kick stands, or flat tire tubes be replaced or repaired.

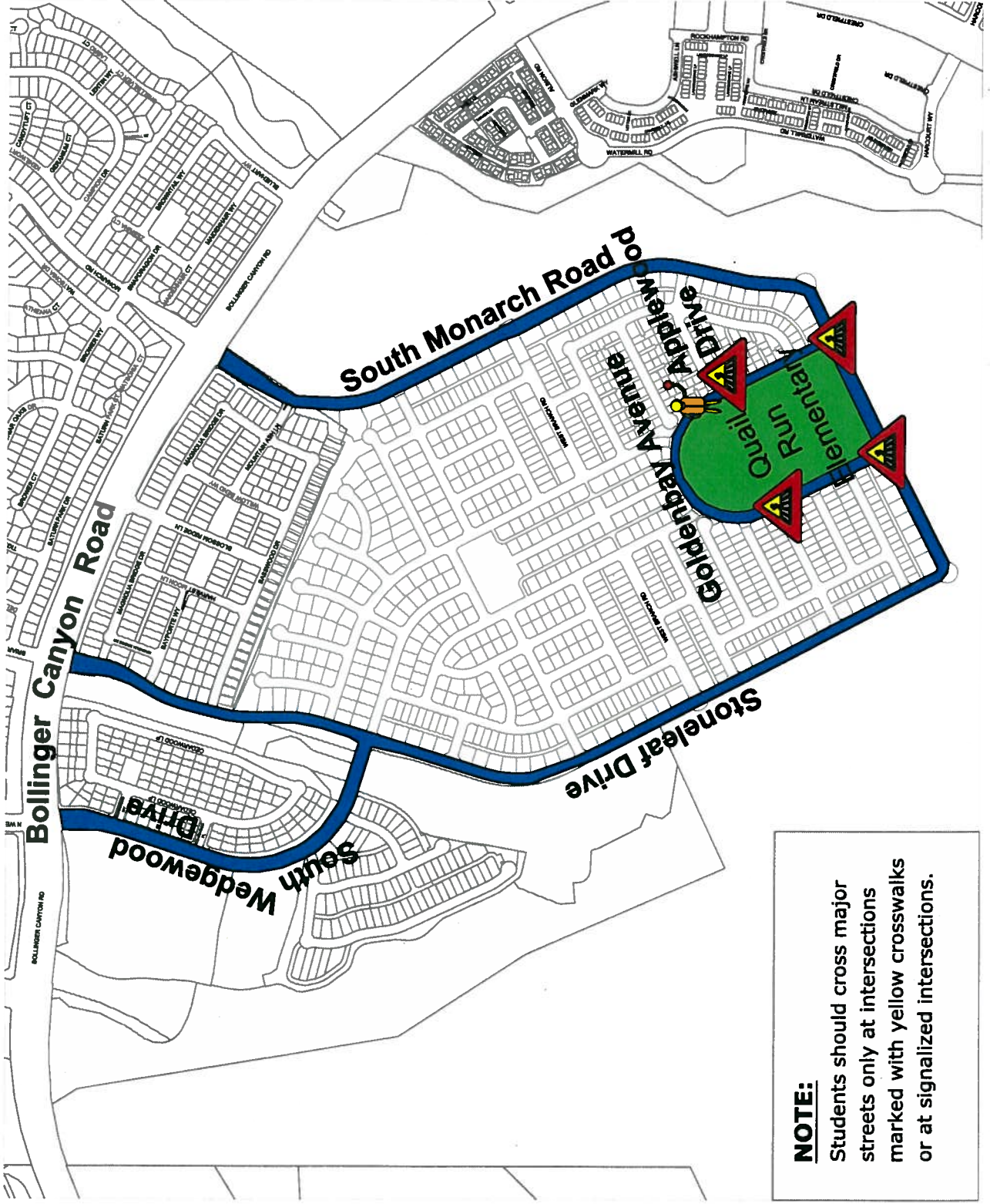
At the end of the day the students were in high spirits as they rode off the school grounds, having become better educated bike riders with safer riding equipment. Approximately 400 students rode their bikes to school and participated in all the activities at Montevideo Elementary, 200 students participated at Country Club Elementary and 300 students participated at Hidden Hills Elementary, combined these 900 students added great enthusiasm to the success of Bike to School Week.

Below is a picture tour of Bike to School Week at all three school sites.

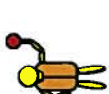


Quail Run Elementary

Suggested Routes to School



 Suggested Route

 Adult Crossing Guard

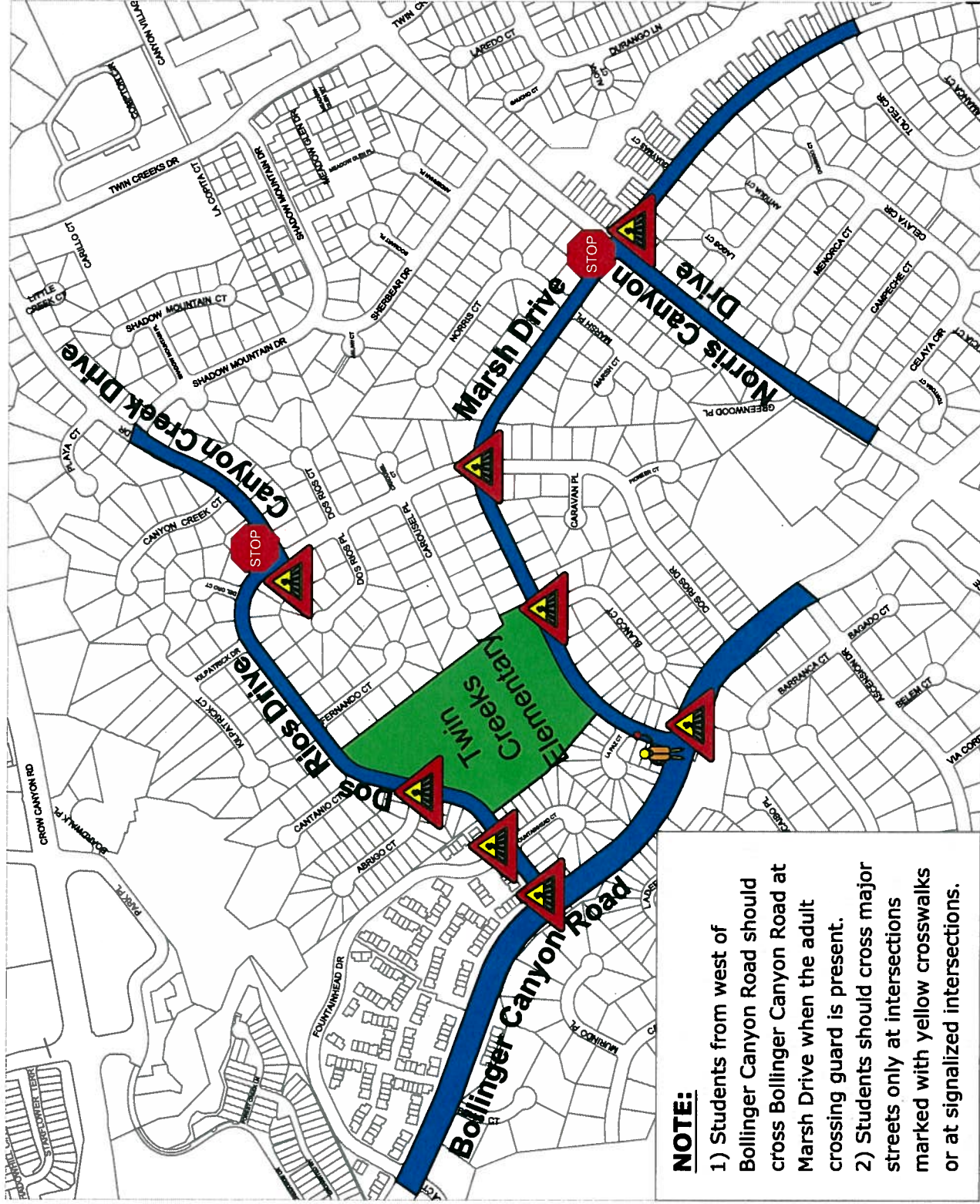
 School Crosswalk





Twin Creeks Elementary

Suggested Routes to School



Suggested
Route



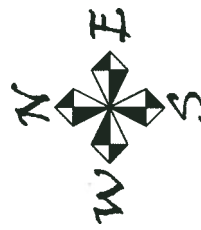
All Way
Stop Sign



School
Crosswalk



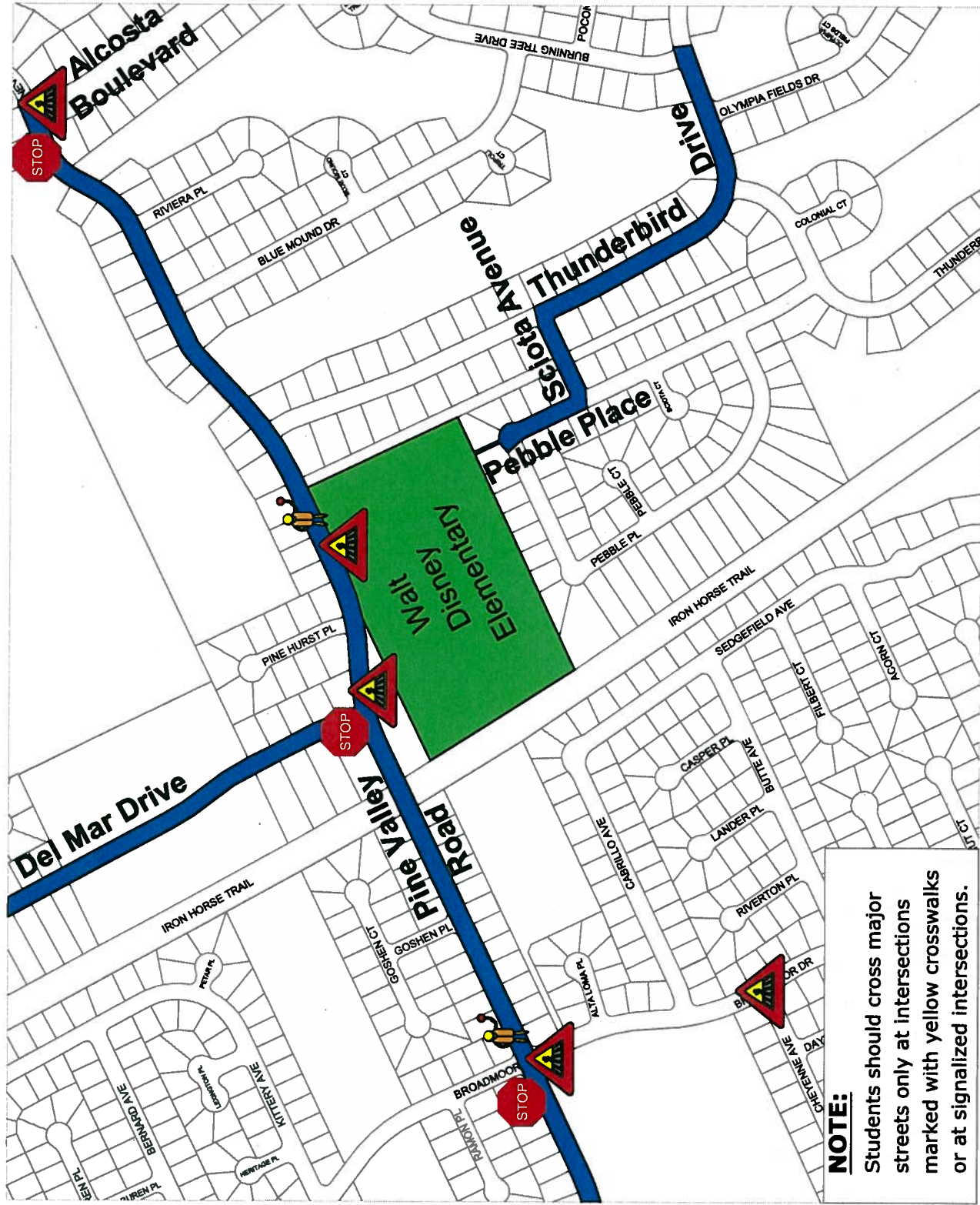
Adult
Crossing
Guard





Walt Disney Elementary

Suggested Routes to School



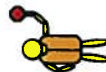
Suggested Route



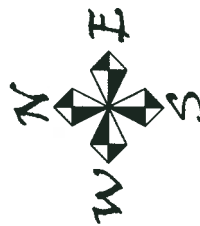
All Way Stop Sign



School Crosswalk



Adult Crossing Guard

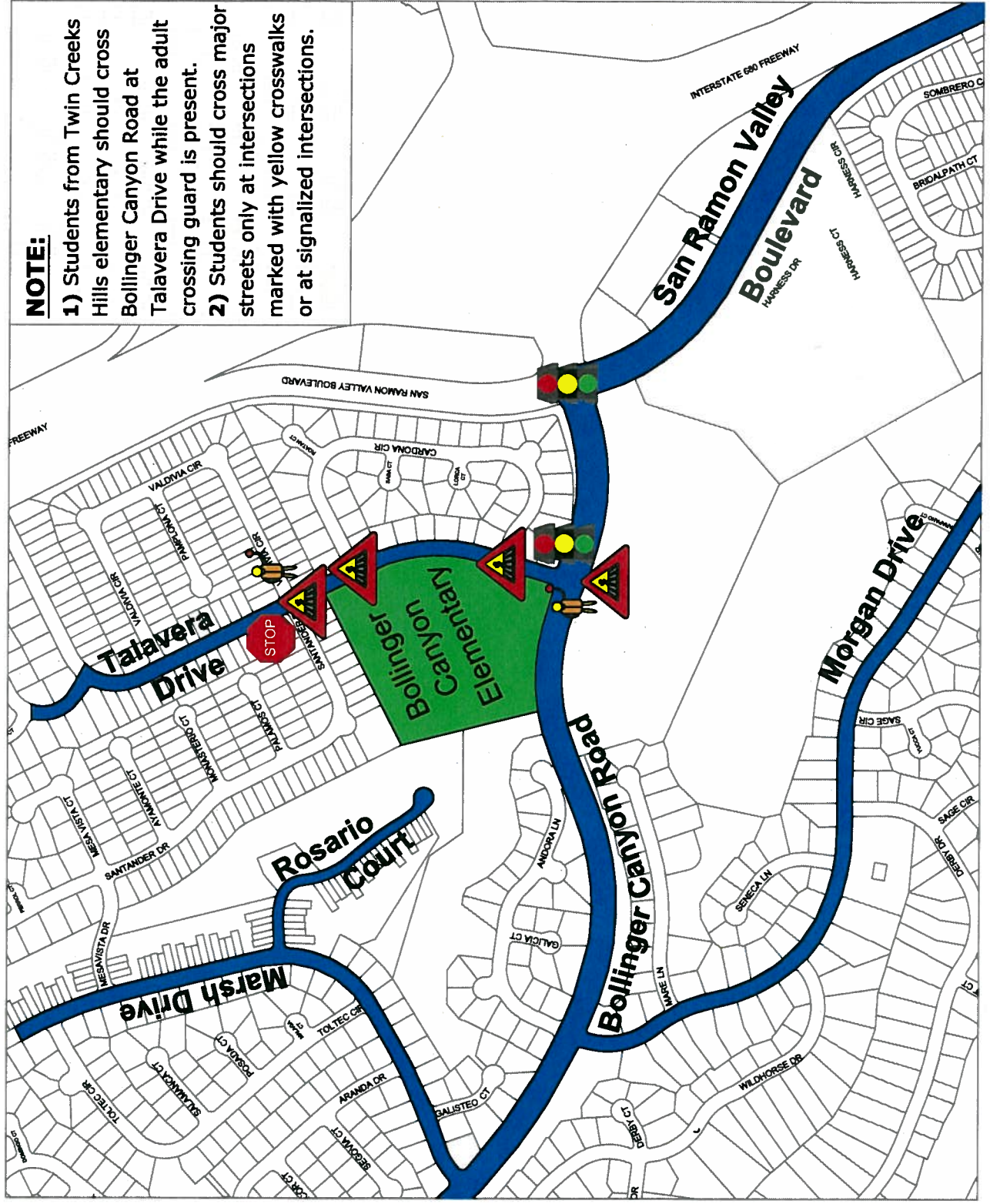


Bollinger Canyon Elementary

Suggested Routes to School

NOTE:

- 1) Students from Twin Creeks Hills elementary should cross Bollinger Canyon Road at Talavera Drive while the adult crossing guard is present.
- 2) Students should cross major streets only at intersections marked with yellow crosswalks or at signalized intersections.



Suggested
Route



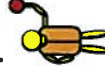
Traffic
Signal



School
Crosswalk



All Way
Stop Sign



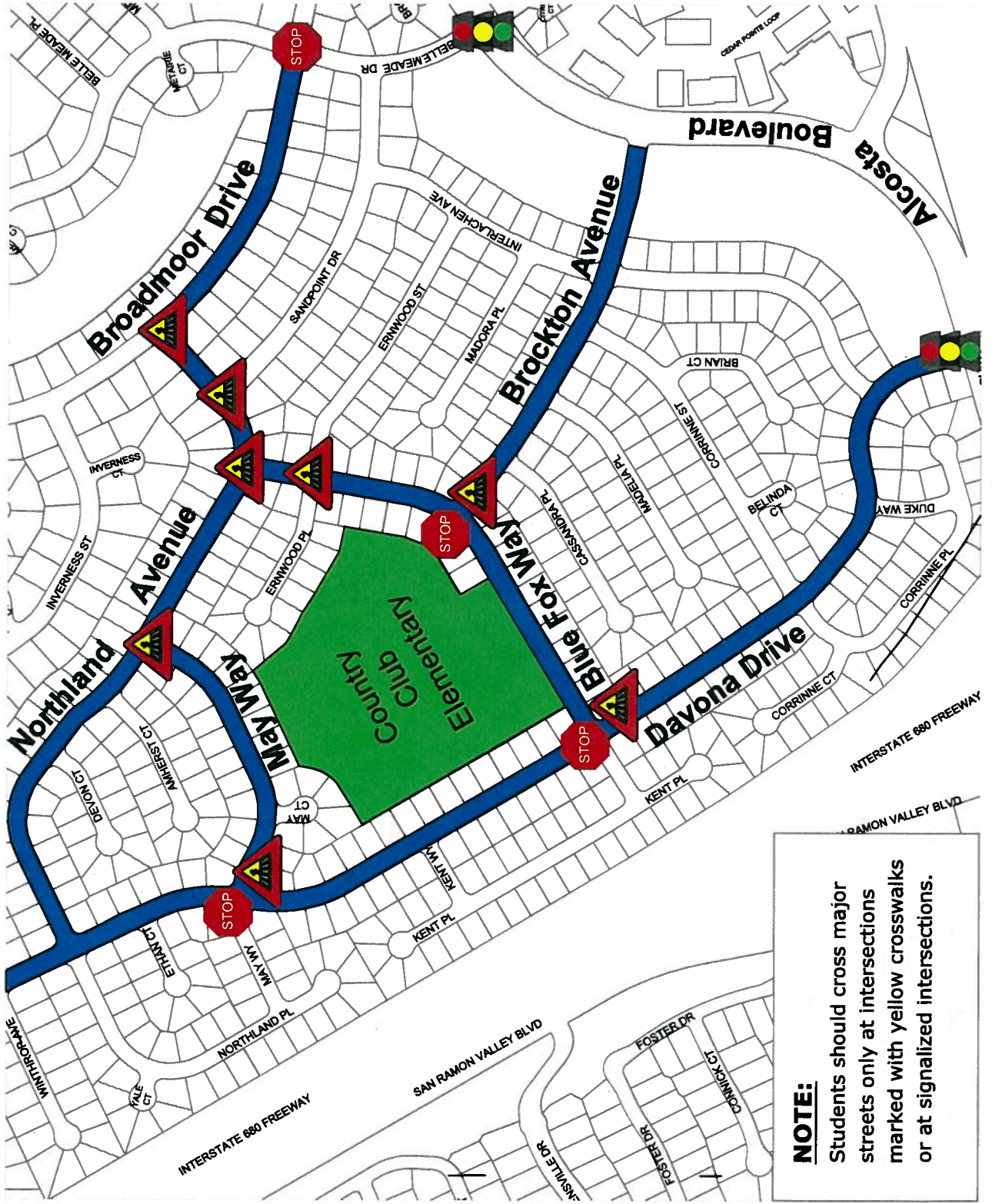
Adult
Crossing
Guard





Country Club Elementary

Suggested Routes to School



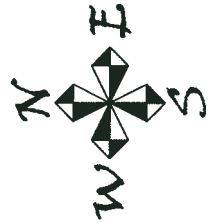
NOTE:
Students should cross major streets only at intersections marked with yellow crosswalks or at signalized intersections.

 Suggested Route

 Traffic Signal

 School Crosswalk

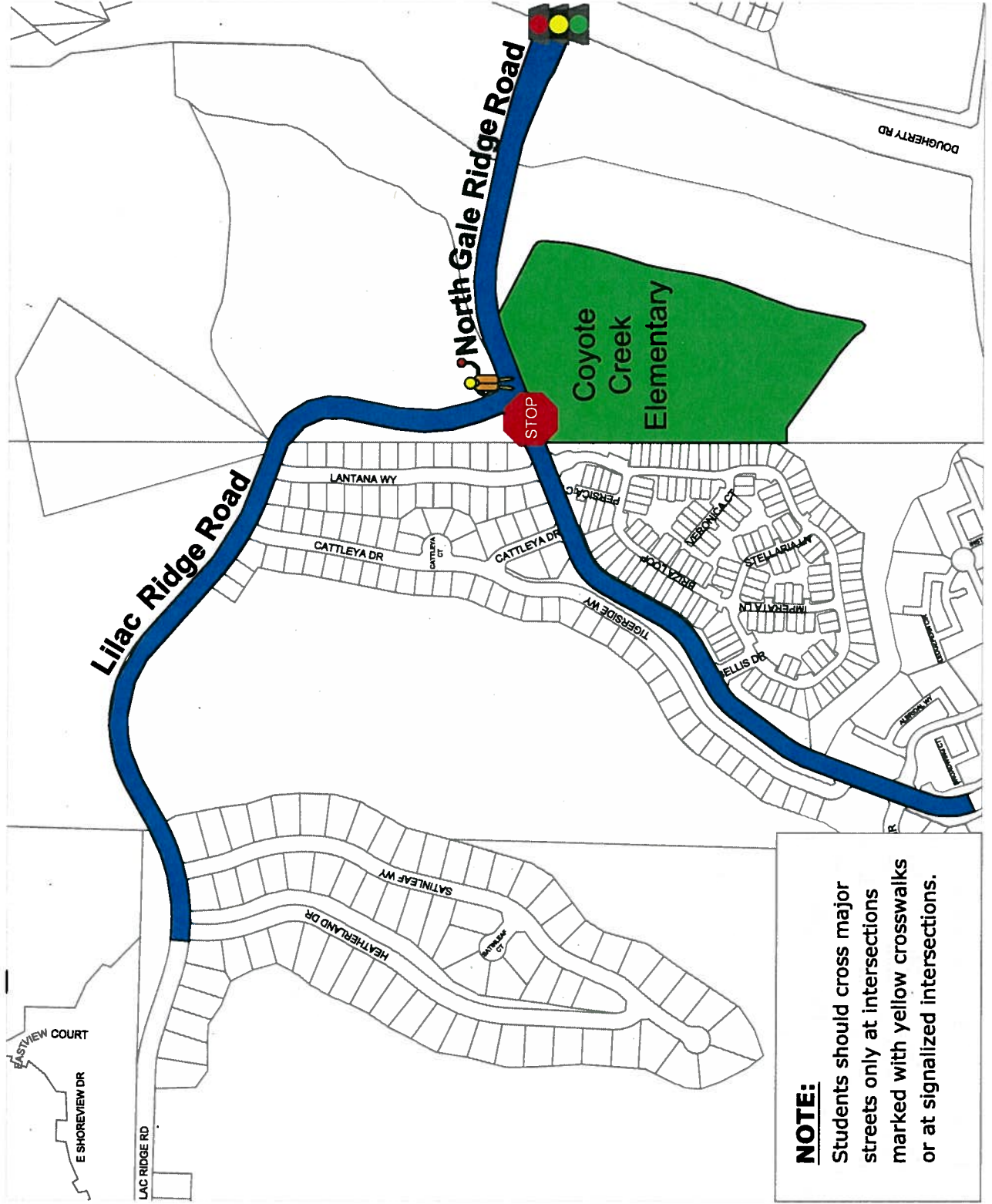
 All Way Stop Sign





Coyote Creek Elementary

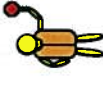
Suggested Routes to School



Suggested
Route



Traffic
Signal



Adult
Crossing
Guard



All Way
Stop Sign



NOTE:

Students should cross major streets only at intersections marked with yellow crosswalks or at signalized intersections.